Trains Album of Photographs *Number 17*

LOCOMOTIVES OF THE PENNSYLVANIA RAILROAD

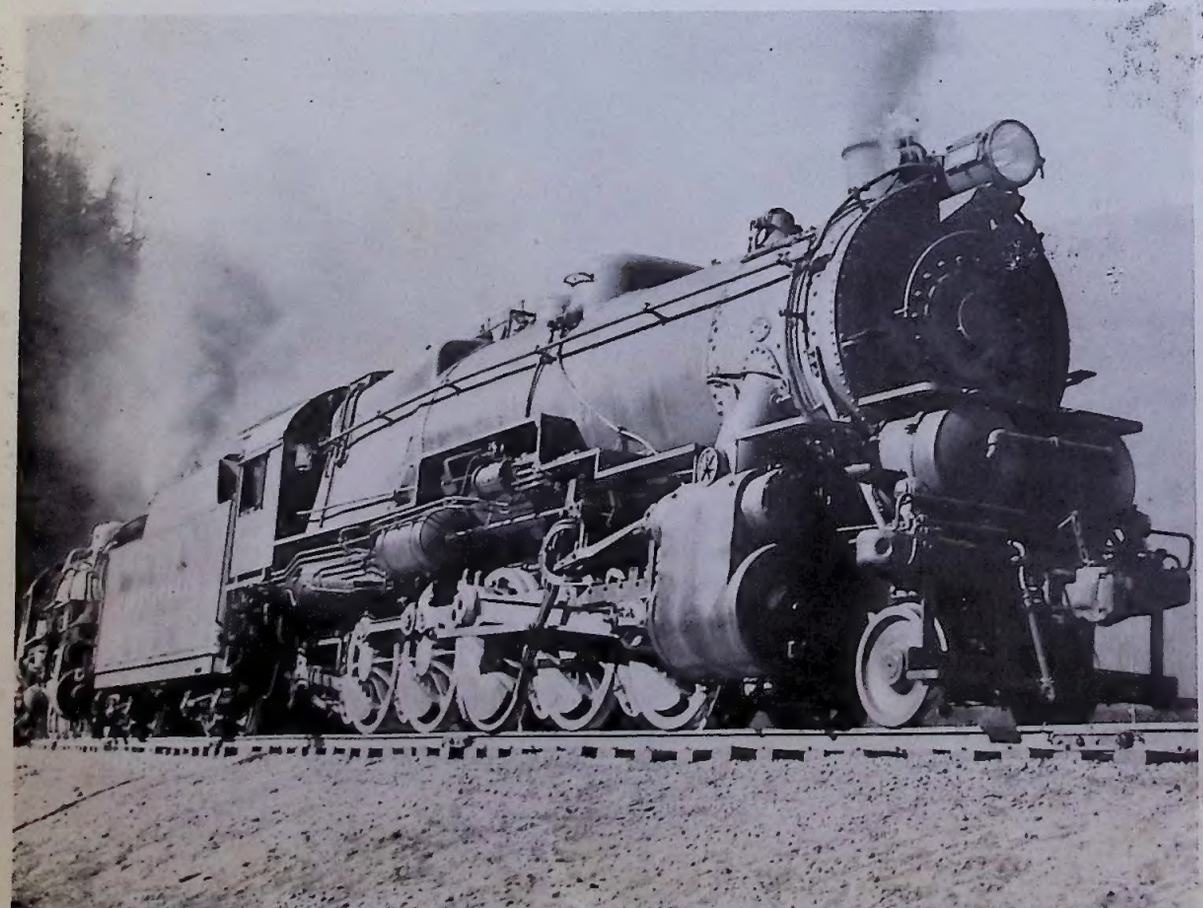
Trains Album of Railroad Photographs Book 17

LOCOMOTIVES of the PENNSYLVANIA RAILROAD

The locomotives of the Pennsylvania Railroad are more highly standardized and more distinctive in appearance than those of any other large American railroad. The standardization of design dates back to 1868, and the individualistic appearance even further.

Whether it be an L-1 Mikado hauling freight on an unimportant branch, or one of the famed K-4 Pacifics pulling fast passenger trains down well-polished rails on the Middle Division in the Juniata Valley, a locomotive can be identified immediately as Pennsylvania by means of several quickly spotted design details. The horizontal bar pilot is just as characteristic as the flat-topped, square-shouldered Belpaire boiler above the firebox. So is the roundness of the cab roof, the particular shape and proportions of the cab, and the cab window. Nowhere else do you find the back-up marker lights permanently built onto the pilot beam. The keystone number plate on the smokebox front of passenger engines is ready identification, and the yellow and red circle number plate on freight engines is almost as quickly recognized.

The lines of an engine must be seen, not described. You can't say this or that is shaped so or so, but see a Pennsylvania engine silhouetted against the evening sky and you recognize it. The silhouette is made up of certain details, of course: things like the position of the headlight high in front, the overhang on the rear of the cab roof, and the slope of that Belpaire boiler. But the silhouette is also composed of an indefinable something which you recognize from having seen so often.



But after all, distinctive appearance is only an esthetic quality. Only people like us care about it. The thing that meets the pay roll and pays the coal bill for the front offices in Broad Street is performance. Think of that the next time you thrill to two K-4's, their exhausts stridently out of step, marching up the Alleghenies around Horseshoe Curve. Ask about ton-miles if you wonder what those GG-1 electrics do when they purr out of Glen Loch on the Trenton Cutoff with more than 100 cars of freight. And ask Broad Street what that performance costs when the accountants tote up the year-end profit and loss.

That's where standardization comes in. Sure, every job on the railroad is different, and maybe a locomotive can run on a little less fuel if it's especially fitted to the job. But the biggest cost of running locomotives is maintenance. The fewer designs of locomotives in use, the fewer spare parts you need stock at Harrisburg and Altoona and Pittsburgh, and all up and down the line. With fewer designs of locomotive it is cheaper to make repairs. It is also cheaper to provide all the kinds of maintenance facilities. That's why, in spite of Pennsylvania's 4500 locomotives, all the standard designs now in service can be put into a book of this size with a few pages left over for some of the old-timers.

The original standardization was the work of Alexander Cassatt in 1868. He was then superintendent of motive power, but later became the courageous president of the road who pushed the eastern terminus right into the heart of Manhattan. That original standardization program was in the days of Eight-Wheelers and Ten-Wheelers, but even though most road power was restricted to these wheel arrangements, there was by that time plenty of variety in individual detailed design. Cassatt worked things out so single castings could be used on as many different engine designs as possible, and with ten classes the maximum number of different designs for any one part was four.

Originally each class of locomotive was designated by a letter of the alphabet. As new wheel arrangements came along the scheme was changed in 1895 to the present system of using a letter to designate each wheel arrangement, plus numbers to distinguish the individual designs of each wheel arrangement.

Standardization of locomotives on the Pennsylvania does not mean lack of unusual engines or experimentation. In fact, this road has done far more than its share of locomotive experimentation. But the management has been conservative about building any new design in quantities until its performance is thoroughly proved. Once a design or device proves worthwhile, the Pennsylvania will invest in it wholeheartedly. This is shown by the wholesale electrification of its eastern lines after considerable experimentation on shorter projects. Likewise, the road tried poppet valves and then proceeded to install more of them than all other American roads combined. It tried the four-cylinder drive on four experimental engines, and when the drive proved successful, it bought 50 T-1's for passenger service and 80 Q-2's for freight service.

In this book we have concentrated on the classes which the road considers standard as of today. Rather than older engines still in use, which are usually similar but smaller versions of more modern classes, we thought you'd prefer some of the real old-timers.

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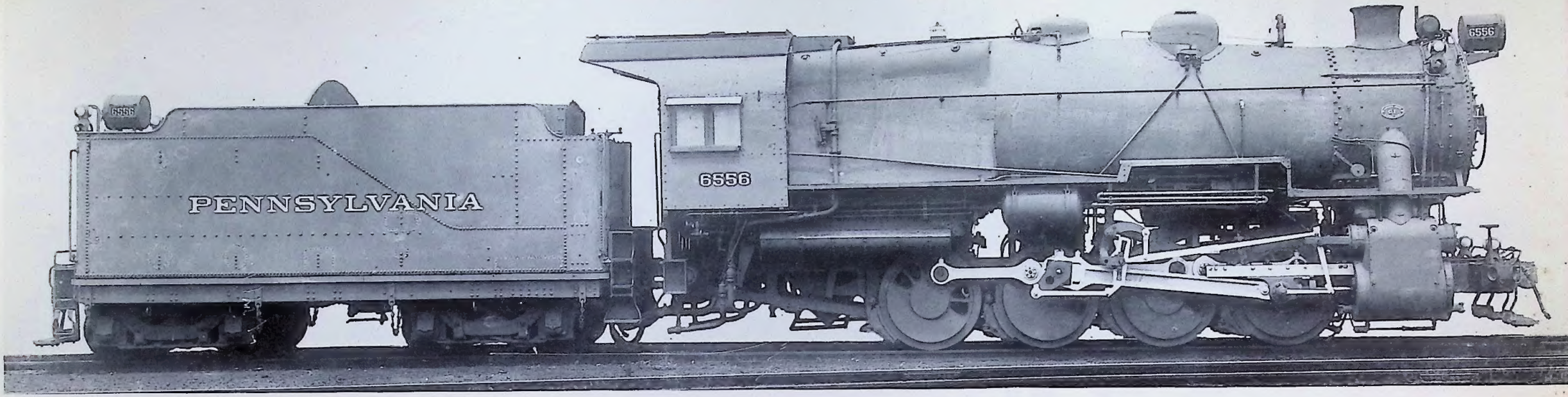
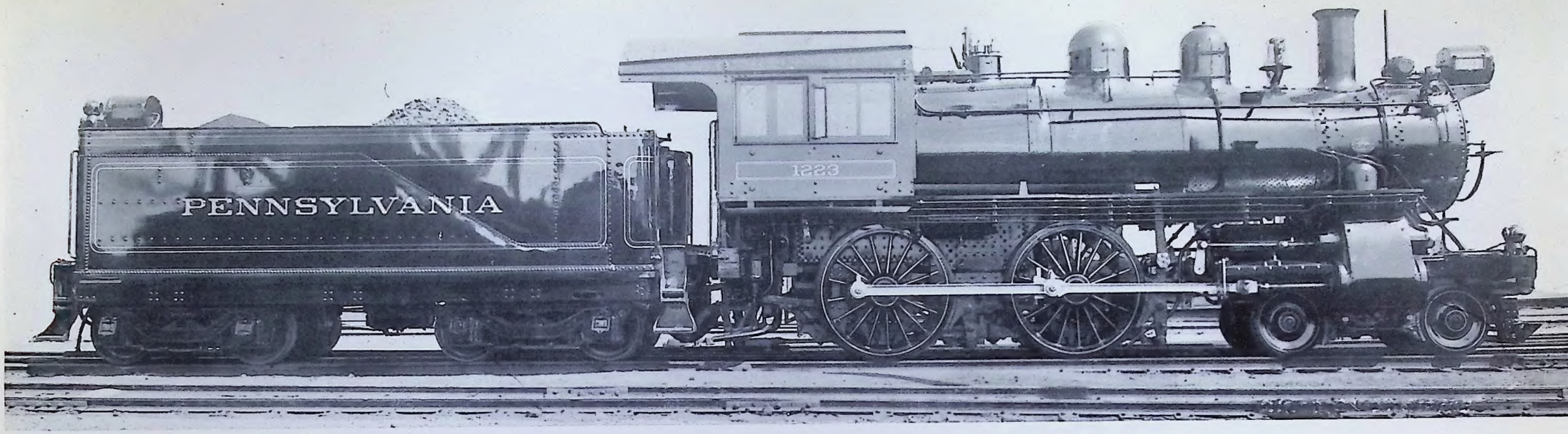


Class C-1 shifting locomotive

Road numbers of this series	6550-6639
Built	PRR, 1925 to 1927
Cylinders, diameter and stroke, in.	27 x 30
Diameter of drivers, in.	56
Tractive power, lbs.	78,107
Boiler pressure, lbs. per sq. in.	250
Total weight of engine, lbs.	278,000
Weight on drivers, lbs.	278,000
Weight of engine and tender, lbs.	435,250
Grate area, sq. ft.	61.57
Evaporative heating surface, sq. ft.	3214
Superheater heating surface, sq. ft.	741
Tender capacity: Tons of coal	15.4
Gallons of water	7300

Class B-6sb shifting locomotive

Road numbers of this series	Promiscuous
Built	PRR, 1916-1927
Cylinders, diameter and stroke, in.	22 x 24
Diameter of drivers, in.	56
Tractive power, lbs.	36,144
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	180,300
Weight on drivers, lbs.	180,300
Weight of engine and tender, lbs.	305,300
Grate area, sq. ft.	61.57
Evaporative heating surface, sq. ft.	1910
Superheater heating surface, sq. ft.	354
Tender capacity: Tons of coal	6.6
Gallons of water	6350

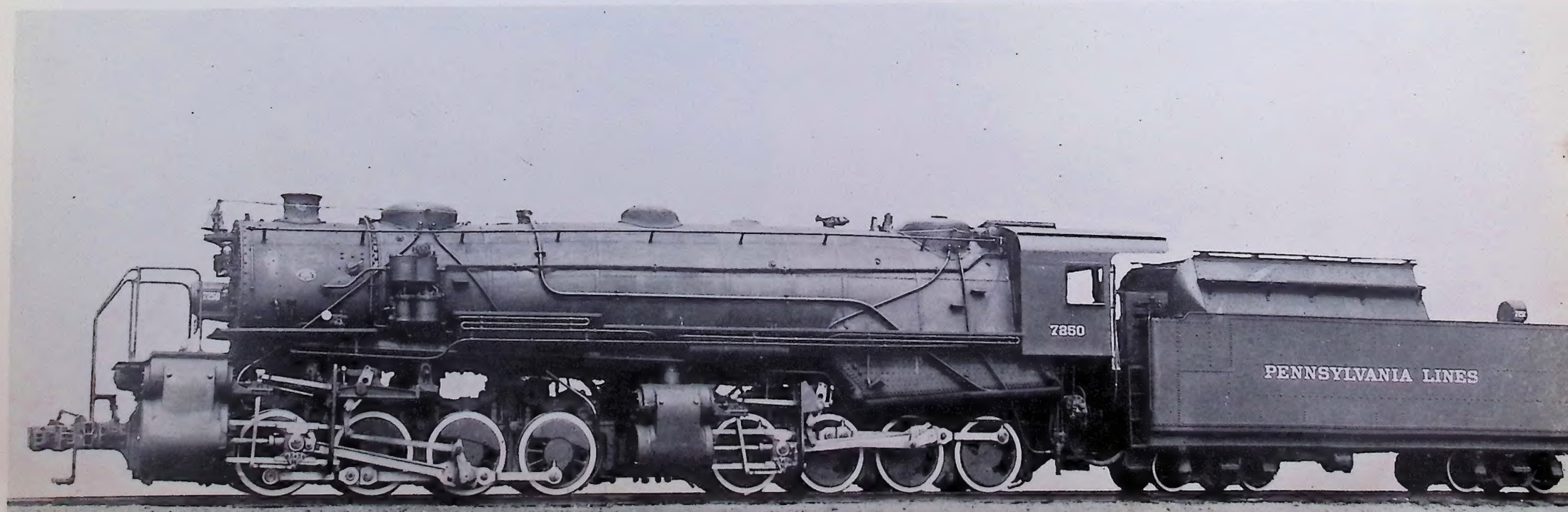


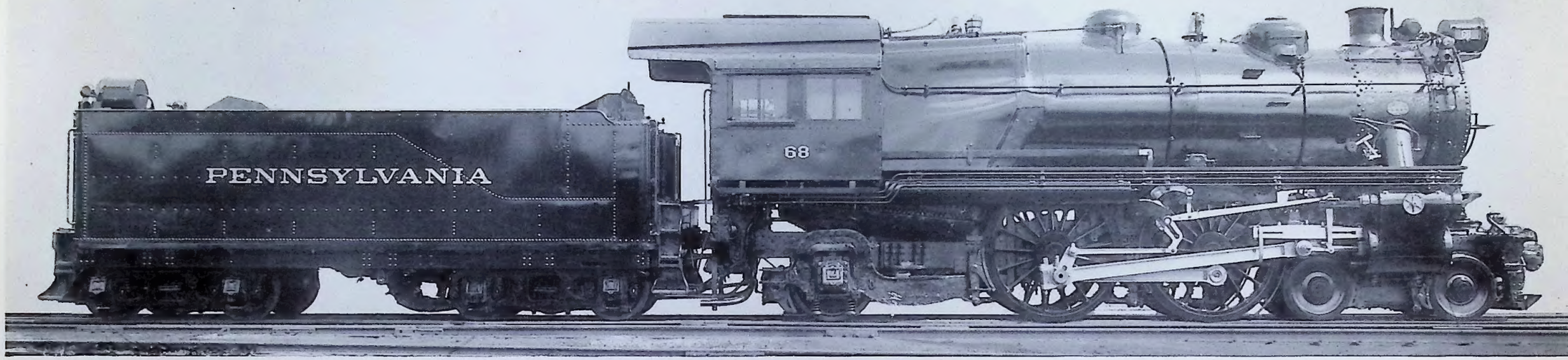
Class D-16sb passenger locomotive

Road numbers of this series	1035, 1223, 5079
Built	PRR, 1900 and 1905
Cylinders, diameter and stroke, in.	20½ x 26
Diameter of drivers, in.	68
Tractive power, lbs.	23,902
Boiler pressure, lbs. per sq. in.	175
Total weight of engine, lbs.	141,100
Weight on drivers, lbs.	98,500
Weight on leading truck, lbs.	42,600
Weight of engine and tender, lbs.	281,000
Grate area, sq. ft.	33.23
Evaporative heating surface, sq. ft.	1400
Superheater heating surface, sq. ft.	253
Tender capacity: Tons of coal	13.0
Gallons of water	5600

Class CC-2s freight locomotive

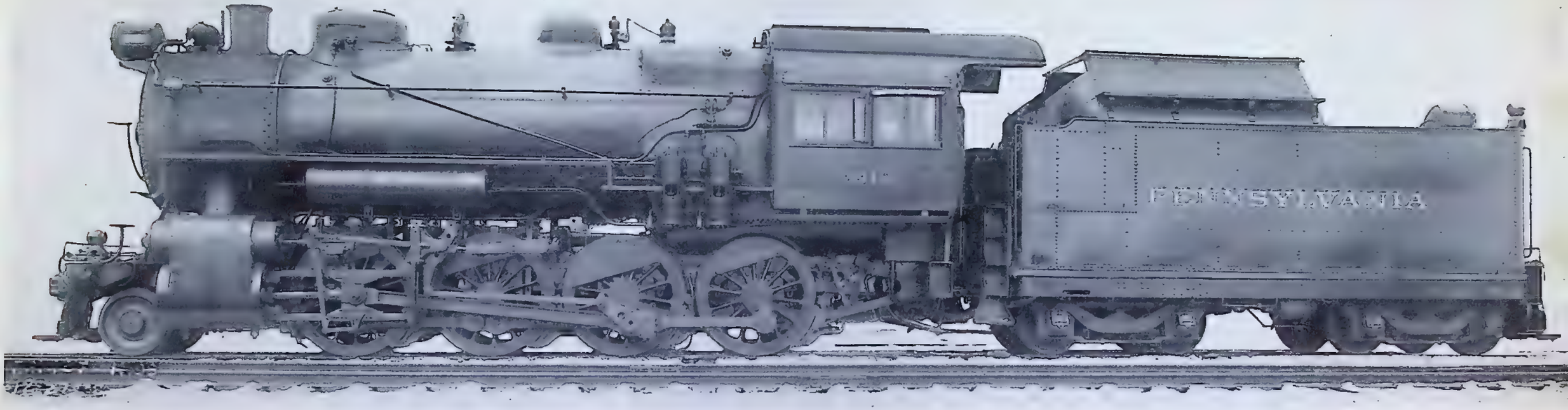
Road numbers of this series	Promiscuous
Built	Baldwin, 1919
Cylinders, diameter and stroke, in.	26 x 28 and 40 x 28
Diameter of drivers, in.	51
Tractive power, lbs.	99,792
Boiler pressure, lbs. per sq. in.	225
Total weight of engine, lbs.	458,150
Weight on drivers, lbs.	458,150
Weight of engine and tender, lbs.	664,250
Grate area, sq. ft.	96.0
Evaporative heating surface, sq. ft.	5013
Superheater heating surface, sq. ft.	1379
Tender capacity: Tons of coal	19.65
Gallons of water	9600





Class E-6s passenger locomotive

Road numbers of this series	Promiscuous
Built	PRR, 1912 and 1914
Cylinders, diameter and stroke, in.	23½ x 36
Diameter of drivers, in.	80
Tractive power, lbs.	31,275
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	243,600
Weight on drivers, lbs.	136,000
Weight on leading truck, lbs.	55,200
Weight on trailing truck, lbs.	52,400
Weight of engine and tender, lbs.	411,250
Grate area, sq. ft.	55.19
Evaporative heating surface, sq. ft.	2896
Superheater heating surface, sq. ft.	613
Tender capacity: Tons of coal	15.8
Gallons of water	7150



Class H-10s freight locomotive

Road numbers of this series	Promiscuous
Built	PRR, Baldwin, American, Lima, 1907-1916
Cylinders, diameter and stroke, in.	26 x 28
Diameter of drivers, in.	62
Tractive power, lbs.	53,197
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	247,500
Weight on drivers, lbs.	223,000
Weight on leading truck, lbs.	24,500
Weight of engine and tender, lbs.	424,050
Grate area, sq. ft.	55.09
Evaporative heating surface, sq. ft.	3070
Superheater heating surface, sq. ft.	613
Tender capacity: Tons of coal	17.2
Gallons of water	8100

Class G-5s passenger locomotive

Road numbers of this series	Promiscuous
Built	PRR, 1923-1925
Cylinders, diameter and stroke, in.	24 x 28
Diameter of drivers, in.	68
Tractive power, lbs.	41,328
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	237,000
Weight on drivers, lbs.	178,000
Weight on leading truck, lbs.	59,000
Weight of engine and tender, lbs.	409,900
Grate area, sq. ft.	55.19
Evaporative heating surface, sq. ft.	2855
Superheater heating surface, sq. ft.	613
Tender capacity: Tons of coal	12.05
Gallons of water	8300

Class J-1 and J-1a freight locomotive

Road numbers of this series	6150-6174, 6401-6500
Built	PRR, 1942-1944
Cylinders, diameter and stroke, in.	29 x 34
Diameter of drivers, in.	69
Tractive power, lbs.	95,100; with booster, 110,100
Boiler pressure, lbs. per sq. in.	270
Total weight of engine, lbs.	577,975
Weight on drivers, lbs.	380,982
Weight on leading truck, lbs.	64,961
Weight on trailing truck, lbs.	132,032
Weight of engine and tender, lbs.	989,475
Grate area, sq. ft.	121.7
Evaporative heating surface, sq. ft.	6568
Superheater heating surface, sq. ft.	2930
Tender capacity: Tons of coal	29.9
Gallons of water	21,000

Class I-1s and I-1sa freight locomotive

Road numbers of this series	Promiscuous
Built	PRR, Baldwin, 1916-1923
Cylinders, diameter and stroke, in.	30½ x 32
Diameter of drivers, in.	62
Tractive power, lbs.	96,026
Boiler pressure, lbs. per sq. in.	250
Total weight of engine, lbs.	386,100
Weight on drivers, lbs.	352,500
Weight on leading truck, lbs.	33,600
Weight of engine and tender, lbs.	590,800
Grate area, sq. ft.	69.89
Evaporative heating surface, sq. ft.	4590
Superheater heating surface, sq. ft.	1634
Tender capacity: Tons of coal	18.7
Gallons of water	10,300

Class K-4s and K-4sa passenger locomotive

Road numbers of this series	Promiscuous
Built	PRR, Baldwin, 1914-1928
Cylinders, diameter and stroke, in.	27 x 28
Diameter of drivers, in.	80
Tractive power, lbs.	44,460
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	320,000
Weight on drivers, lbs.	209,300
Weight on leading truck, lbs.	53,200
Weight on trailing truck, lbs.	57,500
Weight of engine and tender, lbs.	541,500
Grate area, sq. ft.	69.89
Evaporative heating surface, sq. ft.	4041
Superheater heating surface, sq. ft.	943
Tender capacity: Tons of coal	21.8
Gallons of water	11,300

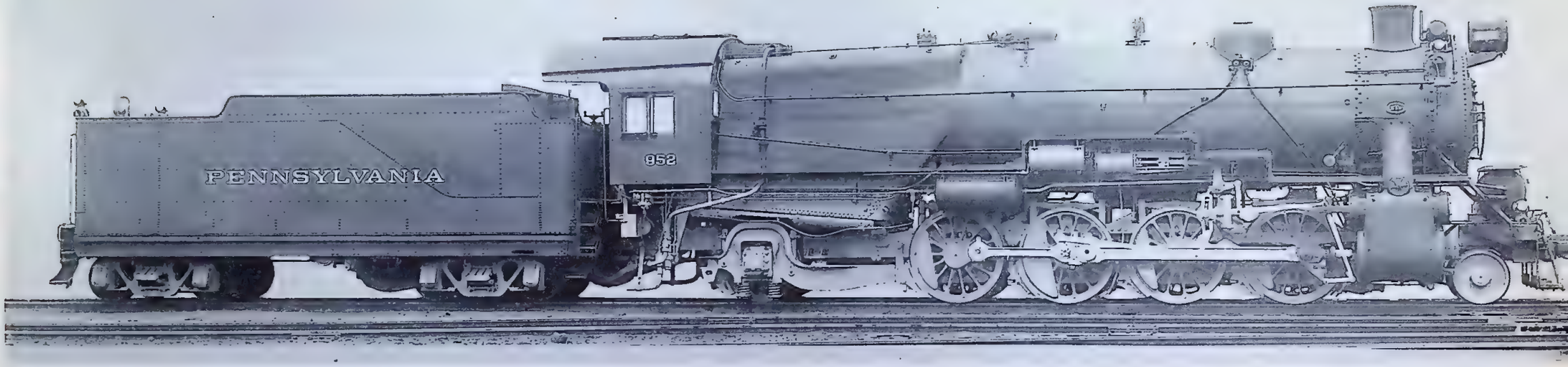
See more K-4 pictures at the bottom of the next page

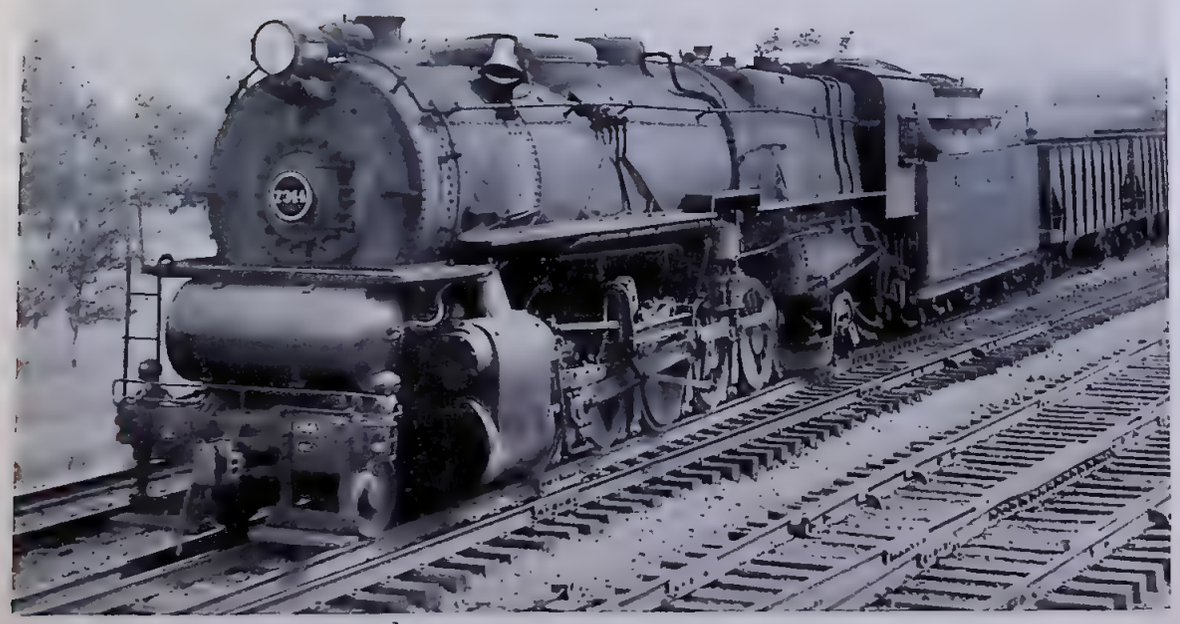
Class K-5 passenger locomotive

Road numbers of this series	5698-5699
Built	PRR, Baldwin, 1929
Cylinders, diameter and stroke, in.	27 x 30
Diameter of drivers, in.	80
Tractive power, lbs.	54,675
Boiler pressure, lbs. per sq. in.	250
Total weight of engine, lbs.	335,350
Weight on drivers, lbs.	209,410
Weight on leading truck, lbs.	66,240
Weight on trailing truck, lbs.	59,700
Weight of engine and tender, lbs.	589,800
Grate area, sq. ft.	69.89
Evaporative heating surface, sq. ft.	4285
Superheater heating surface, sq. ft.	1634
Tender capacity: Tons of coal	21.8
Gallons of water	13,475

K-4 with train on Horseshoe Curve.

Three-quarter view of K-4.





Class L-1s freight locomotive

Road numbers of this series	Promiscuous
Built	PRR, Baldwin, Lima, 1914-1919
Cylinders, diameter and stroke, in.	27 x 30
Diameter of drivers, in.	62
Tractive power, lbs.	61,465
Boiler pressure, lbs. per sq. in.	205
Total weight of engine, lbs.	324,700
Weight on drivers, lbs.	232,500
Weight on leading truck, lbs.	31,000
Weight on trailing truck, lbs.	61,200
Weight of engine and tender, lbs.	514,550
Grate area, sq. ft.	69.89
Evaporative heating surface, sq. ft.	4041
Superheater heating surface, sq. ft.	943
Tender capacity: Tons of coal	19.47
Gallons of water	8835

Class M-1, M-1a and M-1b freight locomotive

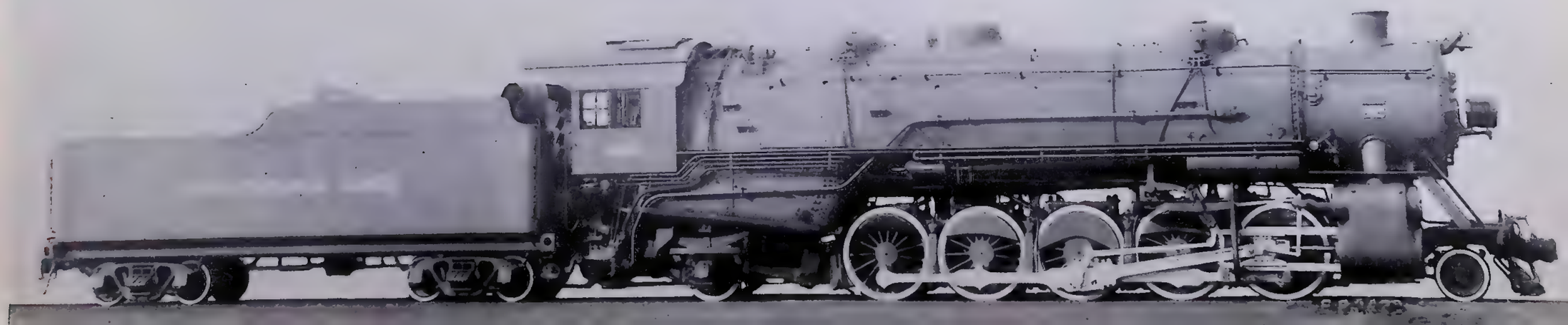
Road numbers of this series	6699-6999
Built	PRR, Baldwin, Lima, 1923-1930
Cylinders, diameter and stroke, in.	27 x 30
Diameter of drivers, in.	72
Tractive power, lbs.	64,550
Boiler pressure, lbs. per sq. in.	250
Total weight of engine, lbs.	390,000
Weight on drivers, lbs.	271,000
Weight on leading truck, lbs.	59,000
Weight on trailing truck, lbs.	60,000
Weight of engine and tender, lbs.	768,360
Grate area, sq. ft.	69.86
Evaporative heating surface, sq. ft.	4698
Superheater heating surface, sq. ft.	1634
Tender capacity: Tons of coal	31.5
Gallons of water	22,090

Class N-1s freight locomotive

Road numbers of this series	Promiscuous
Built	American, Baldwin, 1918-1919
Cylinders, diameter and stroke, in.	30 x 32
Diameter of drivers, in.	62
Tractive force, lbs.	84,890
Boiler pressure, lbs. per sq. in.	215
Total weight of engine, lbs.	435,000
Weight on drivers, lbs.	351,000
Weight on leading truck, lbs.	25,000
Weight on trailing truck, lbs.	59,000
Weight of engine and tender, lbs.	641,100
Grate area, sq. ft.	79.93
Evaporative heating surface, sq. ft.	4727
Superheater heating surface, sq. ft.	1364
Tender capacity: Tons of coal	19.65
Gallons of water	9600

Class N-2sa freight locomotive

Road numbers of this series	Promiscuous
Built	American, Baldwin, 1919
Cylinders, diameter and stroke, in.	30 x 32
Diameter of drivers, in.	63
Tractive power, lbs.	73,829
Boiler pressure, lbs. per sq. in	190
Total weight of engine, lbs.	380,700
Weight on drivers, lbs.	297,000
Weight on leading truck, lbs.	26,700
Weight on trailing truck, lbs.	57,000
Weight of engine and tender, lbs.	591,900
Grate area, sq. ft.	88.27
Evaporative heating surface, sq. ft.	4980
Superheater heating surface, sq. ft.	1222
Tender capacity: Tons of coal	16.9
Gallons of water	12,000

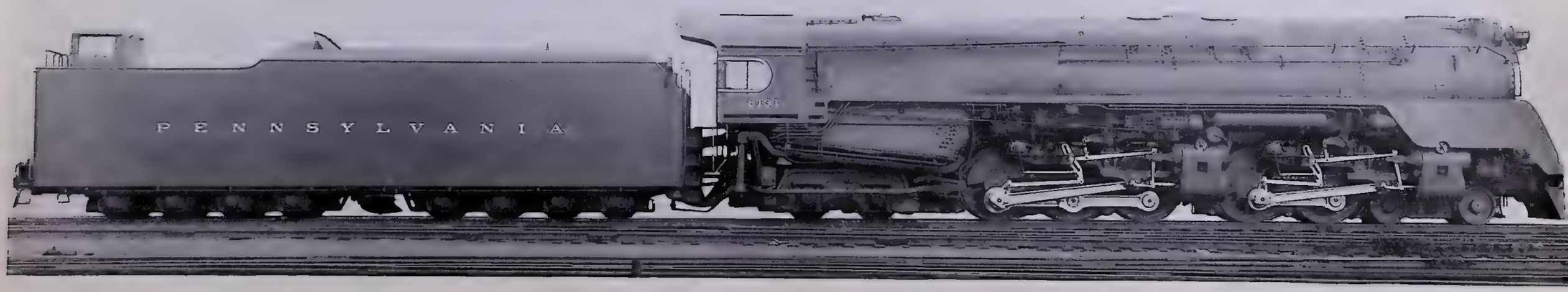


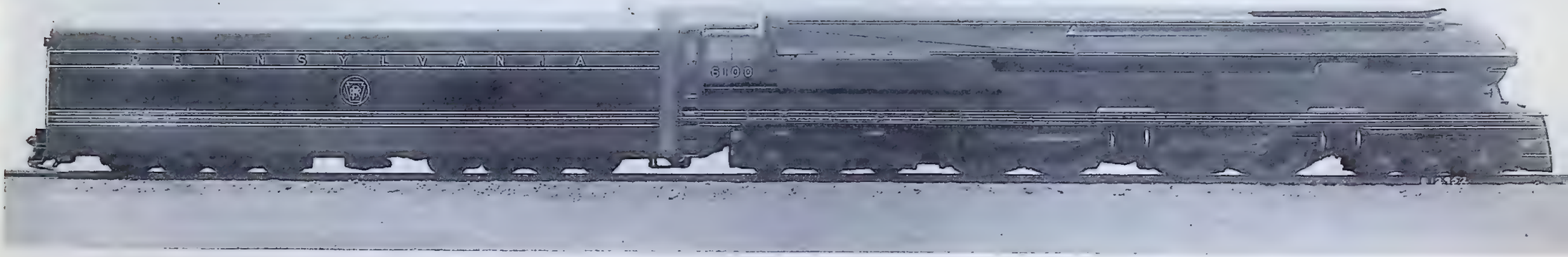
Class Q-1 freight locomotive

Road numbers of this series	6130
Built	PRR, 1942
Cylinders, diameter and stroke, in.	23 x 28 and 19½ x 26
Diameter of drivers, in.	77
Tractive power, lbs.	81,793; with booster, 93,043
Boiler pressure, lbs. per sq. in.	300
Total weight of engine, lbs.	593,500
Weight on drivers, lbs.	354,700
Weight on leading truck, lbs.	89,900
Weight on trailing truck, lbs.	148,900
Weight of engine and tender, lbs.	1,027,870
Grate area, sq. ft.	98.3
Evaporative heating surface, sq. ft.	5518
Superheater heating surface, sq. ft.	2290
Tender capacity: Tons of coal	41.32
Gallons of water	19,167

Class Q-2 freight locomotive

Road numbers of this series	6131, 6175-6199
Built	PRR, 1944-1945
Cylinders, diameter and stroke, in.	19¾ x 28 and 23¾ x 29
Diameter of drivers, in.	69
Tractive power, lbs.	100,800; with booster 115,800
Boiler pressure, lbs. per sq. in.	300
Total weight of engine, lbs.	619,100
Weight on drivers, lbs.	393,000
Weight on leading truck, lbs.	96,050
Weight on trailing truck, lbs.	130,050
Weight of engine and tender, lbs.	1,049,100
Grate area, sq. ft.	121.71
Evaporative heating surface, sq. ft.	6725
Superheater heating surface, sq. ft.	2930
Tender capacity: Tons of coal	39.87
Gallons of water	19,020





Class S-1 passenger locomotive

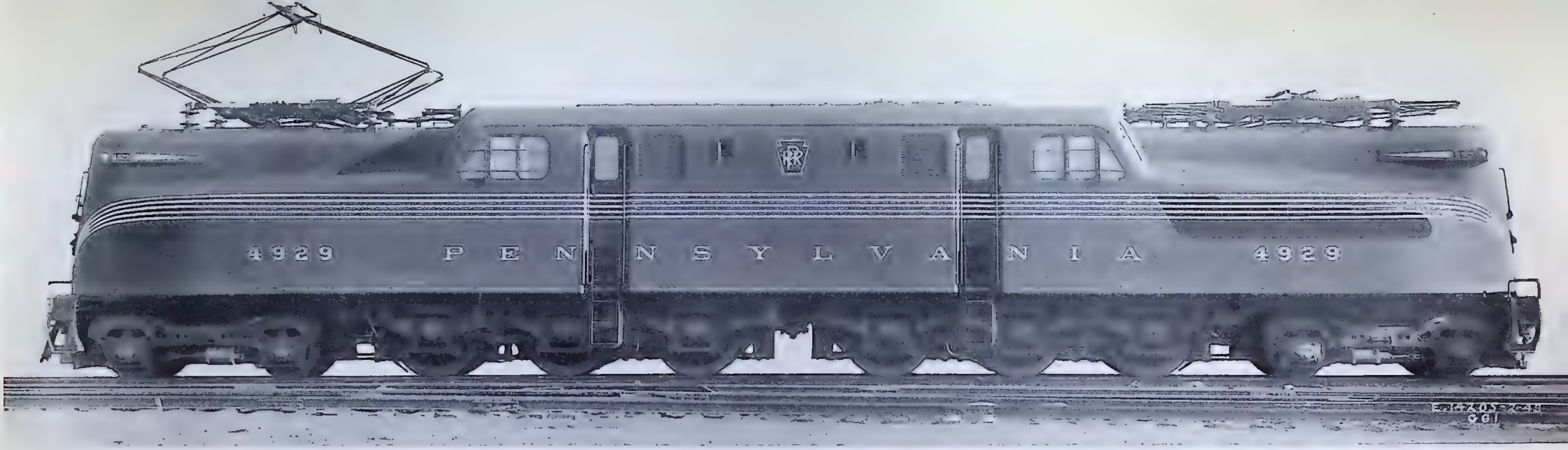
Road numbers of this series	6100
Built	PRR, 1939
Cylinders, diameter and stroke, in.	(4) 22 x 26
Diameter of drivers, in.	84
Tractive power, lbs.	71,900
Boiler pressure, lbs. per sq. in.	300
Total weight of engine, lbs.	608,170
Weight on drivers, lbs.	281,440
Weight on leading truck, lbs.	135,100
Weight on trailing truck, lbs.	191,630
Weight of engine and tender, lbs.	1,060,010
Grate area, sq. ft.	132.0
Evaporative heating surface, sq. ft.	5661
Superheater heating surface, sq. ft.	2085
Tender capacity: Tons of coal	26.45
Gallons of water	24,230

Class S-2 passenger locomotive

Road numbers of this series	6200
Built	Baldwin, 1944
Cylinders, diameter and stroke, in.	Steam Turbine
Diameter of drivers, in.	68
Tractive power, lbs.	65,000
Boiler pressure, lbs. per sq. in.	310
Total weight of engine, lbs.	589,920
Weight on drivers, lbs.	259,750
Weight on leading truck, lbs.	146,400
Weight on trailing truck, lbs.	183,770
Weight of engine and tender, lbs.	1,039,320
Grate area, sq. ft.	120.0
Evaporative heating surface, sq. ft.	4992
Superheater heating surface, sq. ft.	2050
Tender capacity: Tons of coal	42.5
Gallons of water	19,500

Class T-1 passenger locomotive

Road numbers of this series	6110-6111, 5500-5549
Built	PRR, Baldwin, 1942-1946
Cylinders, diameter and stroke, in.	(4) 19¾ x 26
Diameter of drivers, in.	80
Tractive power, lbs.	64,650
Boiler pressure, lbs. per sq. in.	300
Total weight of engine, lbs.	502,200
Weight on drivers, lbs.	279,910
Weight on leading truck, lbs.	99,570
Weight on trailing truck, lbs.	122,720
Weight of engine and tender, lbs.	944,700
Grate area, sq. ft.	92.0
Evaporative heating surface, sq. ft	5209
Superheater heating surface, sq. ft.	1537
Tender capacity: Tons of coal	42.6
Gallons of water	19,200

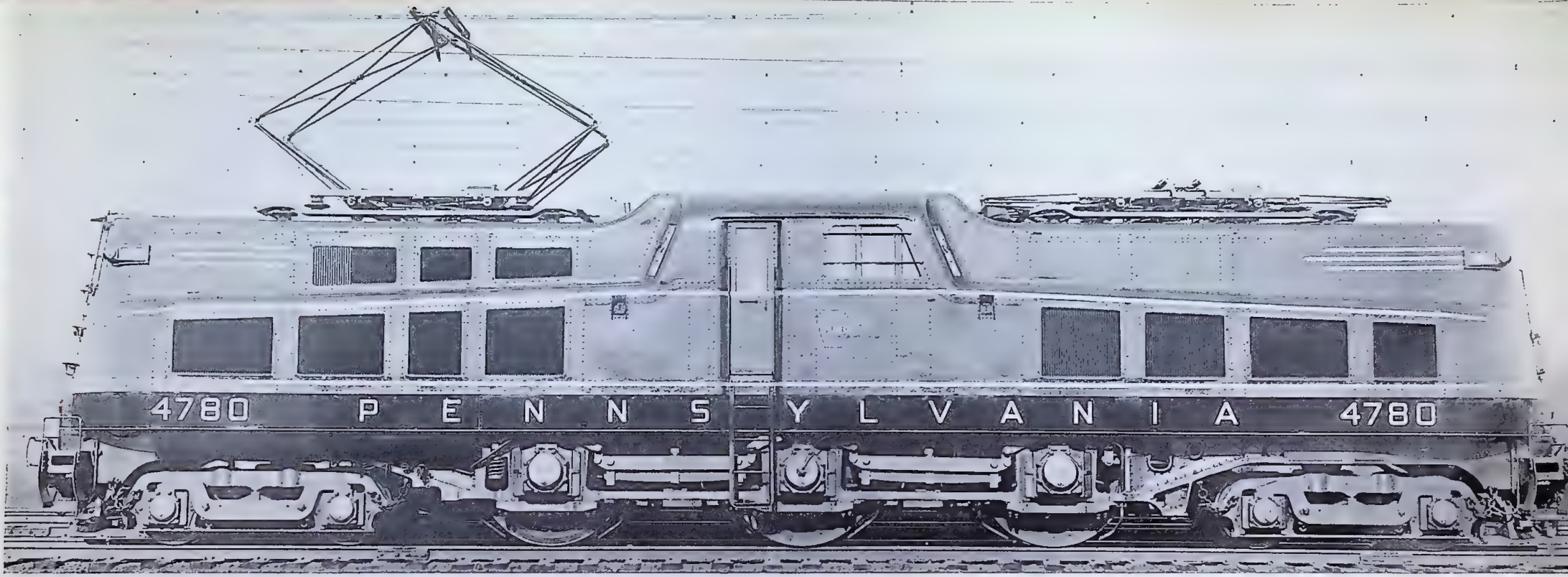


Class GG-1 electric passenger and freight locomotive

Road numbers of this series	4800-4938
Built	PRR, General Electric 1934-1943
Diameter of drivers, in.	57
Weight on drivers, lbs.	303,000
Weight on end truck No. 1, lbs.	87,000
Weight on end truck No. 2, lbs.	87,000
Total weight of locomotive, lbs.	477,000
Starting tractive effort, lbs.	70,700
Maximum speed, miles per hour	100
Continuous tractive effort	17,300
Continuous speed, miles per hour	100
Continuous horsepower	4620

Class B-1 electric shifting locomotive

Road numbers of this series	3900-3901, 3910-3921, 5684-5697
Built	PRR, 1926, 1934-1935
Diameter of drivers, in.	62
Weight on drivers, lbs.	157,000
Total weight of locomotive, lbs.	157,000
Starting tractive effort, lbs.	39,300
Maximum speed, miles per hour	25
Continuous tractive effort	13,500
Continuous speed, miles per hour	15.9
Continuous horsepower	570

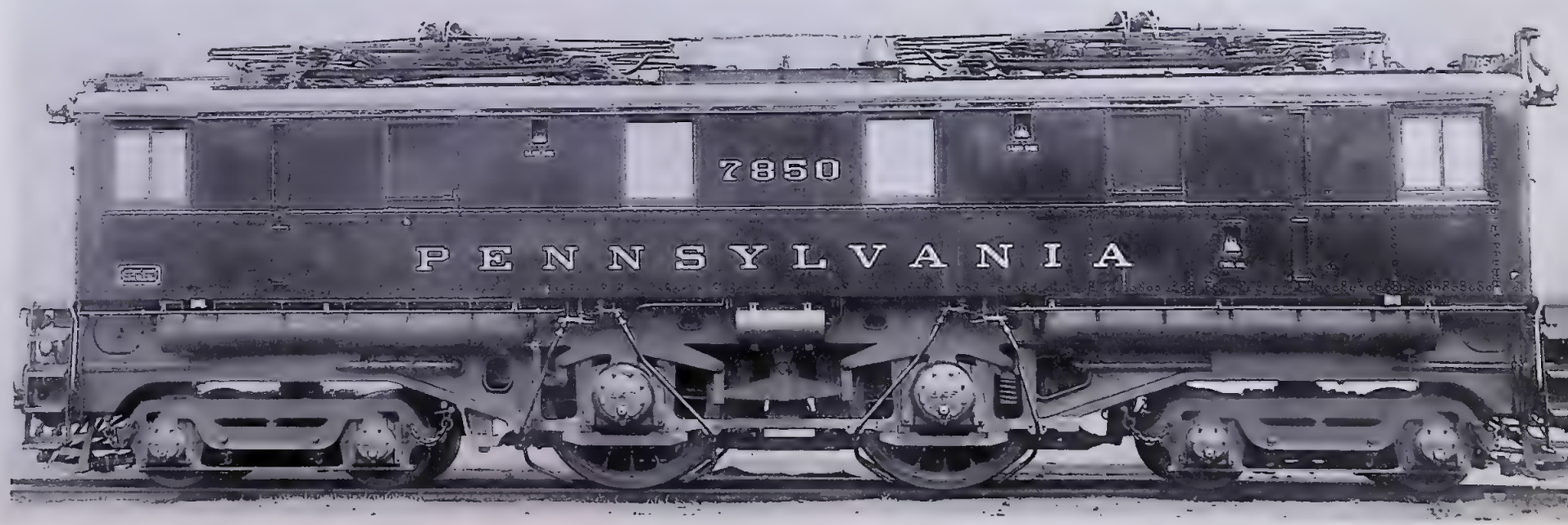


P-5a (modified) electric freight engine

Road numbers of this series	4743-4754, 4775-4790
Built	PRR, Westinghouse, General Electric 1934-1935
Diameter of drivers, in.	72
Weight on drivers, lbs.	229,000
Weight on end truck No. 1, lbs.	77,000
Weight on end truck No. 2, lbs.	88,000
Total weight of locomotive, lbs.	394,000
Starting tractive effort, lbs.	57,250
Maximum speed, miles per hour	70
Continuous tractive effort	28,700
Continuous speed, miles per hour	49
Continuous horsepower	3750

O-1 electric passenger engine

Road numbers of this series	7850-7857
Built	PRR, 1930-1931
Diameter of drivers, in.	72
Weight on drivers, lbs.	150,000
Weight on end truck No. 1, lbs.	75,000
Weight on end truck No. 2, lbs.	75,000
Total weight of locomotive, lbs.	300,000
Starting tractive effort, lbs.	33,500
Maximum speed, miles per hour	90
Continuous tractive effort	14,900
Continuous speed, miles per hour	63
Continuous horsepower	2500

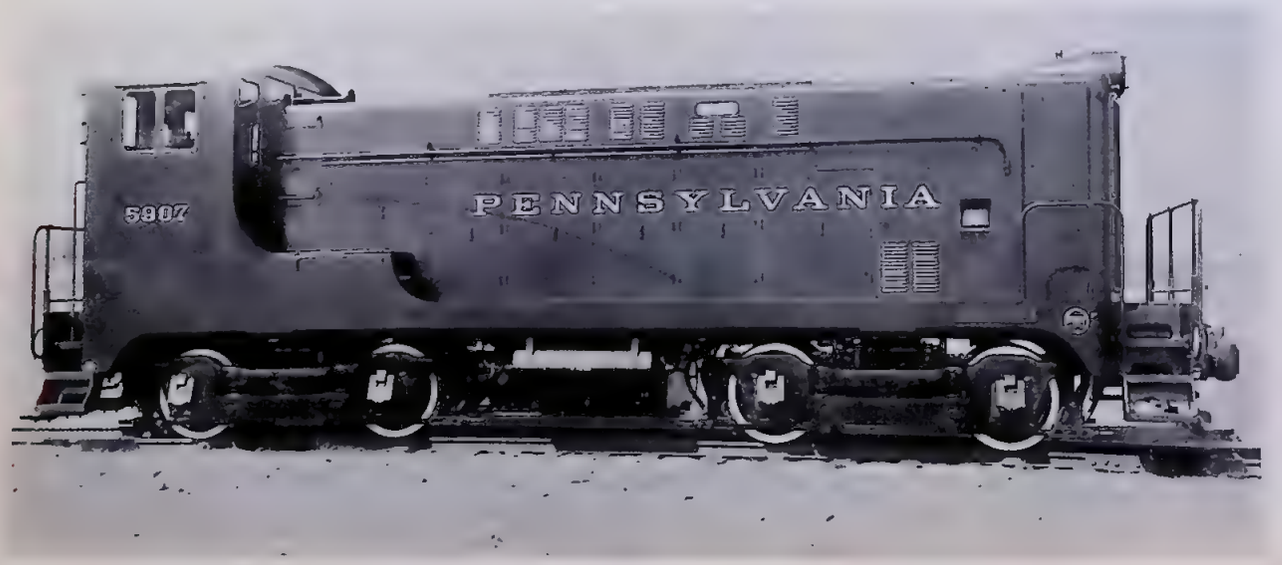


Class (B-B)10B diesel-electric shifting locomotive

Road numbers of this series	5913-5920
Built	Baldwin, 1943-1945
Diameter of drivers, in.	40
Weight on drivers, lbs.	240,000
Total weight of locomotive, lbs.	240,000
Starting tractive effort, lbs.	60,000
Maximum speed, miles per hour	60
Continuous tractive effort	34,000
Continuous speed, miles per hour	8.3
Continuous horsepower	753

Class (B-B) 6B diesel-electric shifting locomotive

Road numbers of this series	5907-5909, 5932-5937, 5941-5943
Built	Baldwin, 1942-1945
Diameter of drivers, in.	40
Weight on drivers, lbs.	197,600
Total weight of locomotive, lbs.	197,600
Starting tractive effort, lbs.	49,400
Maximum speed, miles per hour	60
Continuous tractive effort	29,280
Continuous speed, miles per hour	6.5
Continuous horsepower	508



Class 2(A1A-A1A) 20E diesel-electric passenger locomotive

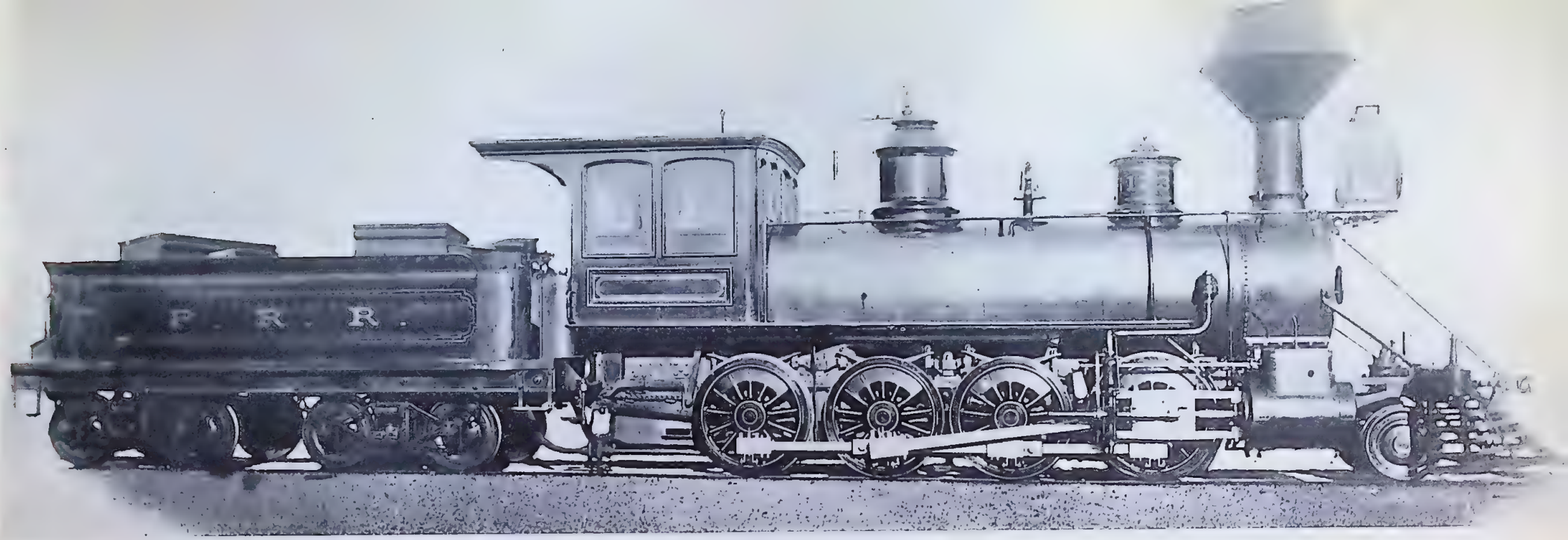
Road numbers of this series	5900-5901
Built	Electro-Motive, 1945
Diameter of drivers, in.	36
Weight on drivers, lbs.	427,480
Weight on end truck No. 1, lbs.	104,720
Weight on end truck No. 2, lbs.	102,040
Total weight of locomotive, lbs.	634,240
Starting tractive effort, lbs.	106,870
Maximum speed, miles per hour	98
Continuous tractive effort	31,400
Continuous speed, miles per hour	40.8
Continuous horsepower	3414

Class D-3 (old C) passenger and freight locomotive

Road number	274	Weight on drivers, lbs.	50,950
Built	PRR, 1875	Weight on leading truck, lbs.	8,150
Cylinders, diameter and stroke, in.	17 x 24	Weight of engine and tender, lbs.	139,000
Diameter of drivers, in.	62	Grate area, sq. ft.	17.6
Tractive power, lbs.	11,890	Evaporative heating surface, sq. ft.	1083
Boiler pressure, lbs. per sq. in.	125	Tender capacity: Tons of coal	4
Total weight of engine, lbs.	79,100	Gallons of water	2400

Class D-6 (old K) passenger locomotive

Road number	317	Weight on drivers, lbs.	64,900
Built	PRR, 1881	Weight on leading truck, lbs.	31,800
Cylinders, diameter and stroke, in.	18 x 24	Weight of engine and tender, lbs.	157,000
Diameter of drivers, in.	78	Grate area, sq. ft.	34.7
Tractive power, lbs.	11,860	Evaporative heating surface, sq. ft.	1230
Boiler pressure, lbs. per sq. in.	140	Tender capacity: Tons of coal	6
Total weight of engine, lbs.	96,700	Gallons of water	2400

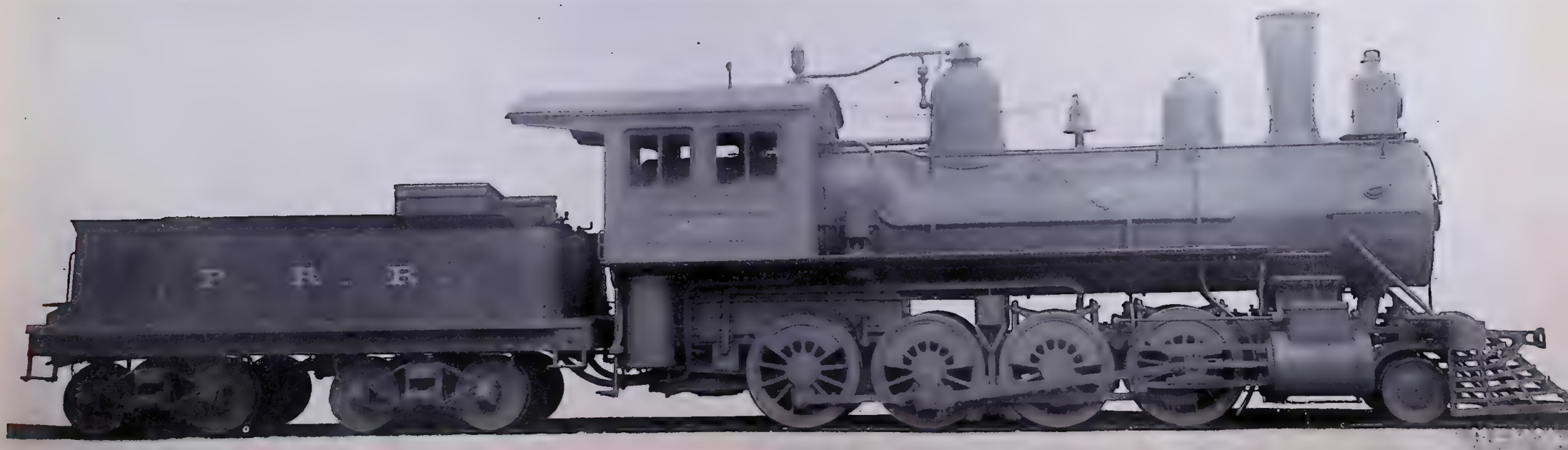


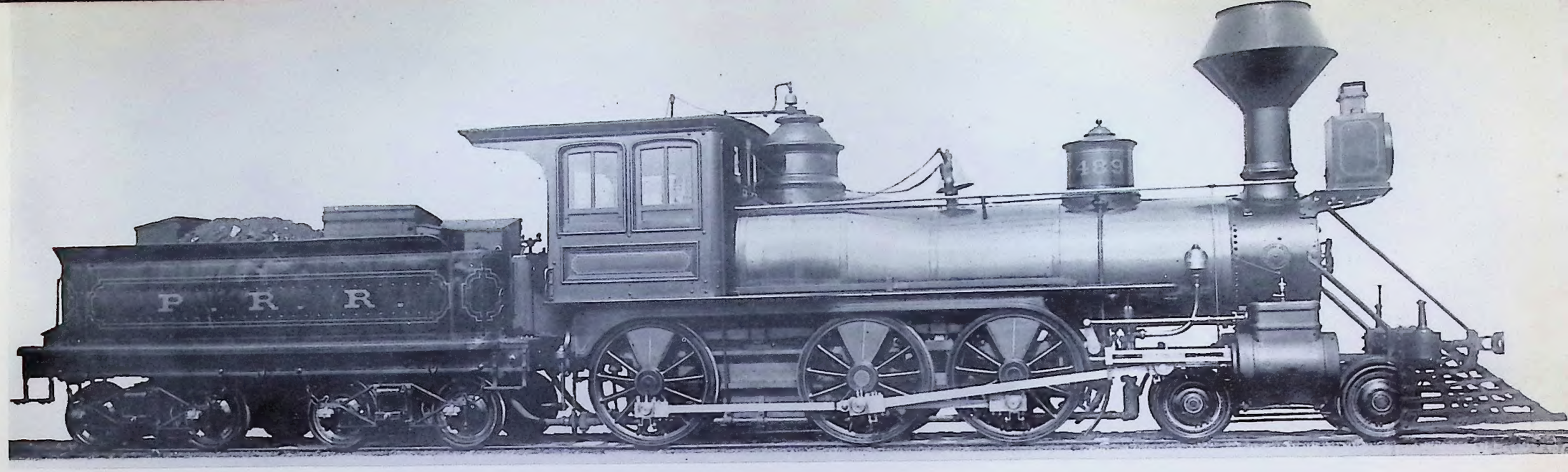
Class H-1 (old I) heavy freight locomotive

Road number	173
Built	PRR, 1875
Cylinders, diameter and stroke, in.	20 x 24
Diameter of drivers, in.	50
Tractive power, lbs.	20,400
Boiler pressure, lbs. per sq. in.	125
Total weight of engine, lbs.	91,640
Weight on drivers, lbs.	79,400
Weight on leading truck, lbs.	12,240
Weight of engine and tender, lbs.	152,000
Grate area, sq. ft.	23
Evaporative heating surface, sq. ft.	1259
Tender capacity: Tons of coal	4
Gallons of water	2400

Class H-3 (old R) heavy freight locomotive

Road number	437
Built	PRR, 1886
Cylinders, diameter and stroke, in.	20 x 24
Diameter of drivers, in.	50
Tractive power, lbs.	22,850
Boiler pressure, lbs. per sq. in.	140
Total weight of engine, lbs.	114,620
Weight on drivers, lbs.	100,590
Weight on leading truck, lbs.	14,030
Weight of engine and tender, lbs.	190,000
Grate area, sq. ft.	31.2
Evaporative heating surface, sq. ft.	1732
Tender capacity: Tons of coal	7.5
Gallons of water	3600



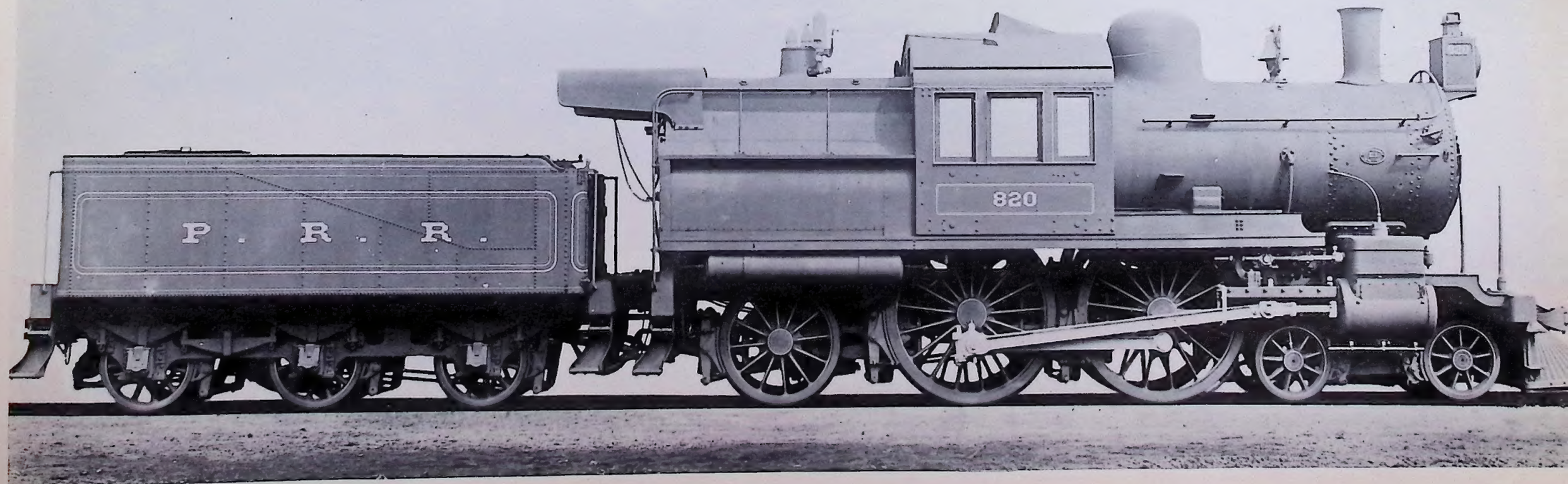


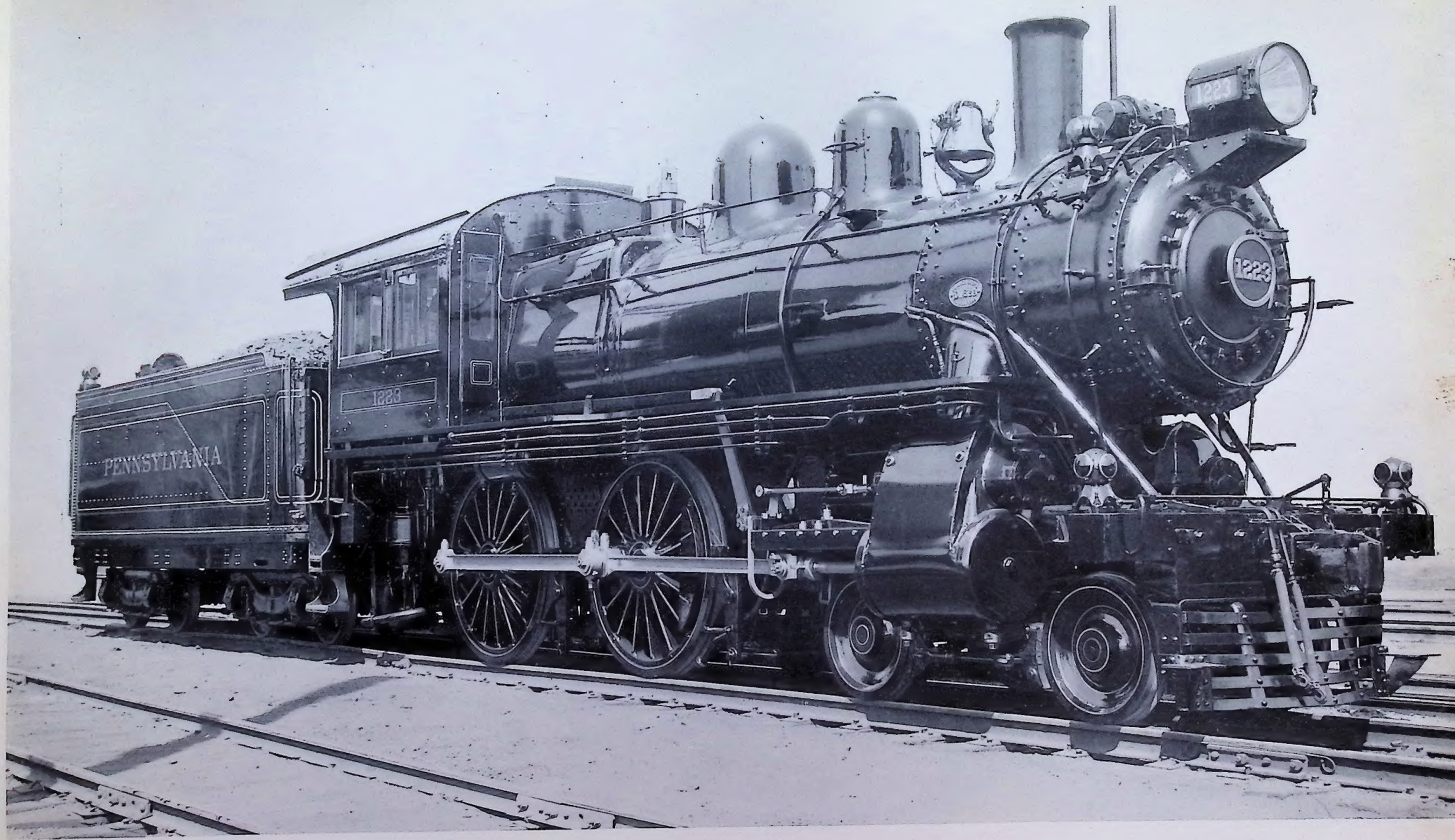
Class G-1 (old D) general freight locomotive

Road number	489	Boiler pressure, lbs. per sq. in.	125
Built	PRR, 1871	Total weight of engine, lbs.	83,500
Cylinders, diameter and stroke, in.	18 x 22	Weight on drivers, lbs.	58,400
Diameter of drivers, in.	56	Grate area, sq. ft.	14.5
Tractive power, lbs.	13,520	Evaporative heating surface, sq. ft.	1087

Class E-1 high-speed passenger locomotive

Road number	820	Boiler pressure, lbs. per sq. in.	185
Built	PRR, 1899	Total weight of engine, lbs.	173,450
Cylinders, diameter and stroke, in.	20½ x 26	Weight on drivers, lbs.	101,550
Diameter of drivers, in.	80	Grate area, sq. ft.	68
Tractive power, lbs.	21,480	Evaporative heating surface, sq. ft.	2320





Class D-16sb passenger locomotive

The American-type locomotive was the first standard all-purpose engine used in this country. It was the Model T of the rails — a light, versatile machine for pulling the limited or the local freight. On the Pennsylvania the trim, graceful D-16 enjoyed tremendous popularity, and at the turn of the century it could be seen almost anywhere on the system. Gradually, however, the demand for heavier motive power and specialization forced the American type to branch lines and then into the limbo of things forgotten. The 4-4-0 is now virtually extinct on the Pennsylvania and elsewhere. This survivor was built at Altoona in 1899.